New-York Daily Times.

VOL. IV.—NO. 1242 NEW-YORK, TUESDAY, SEPTEMBER 11 1855. PRICE TWO CENTS.

LATEST INTELLIGENCE

By Telegraph to the New-York Daily Times.

Maine State Election.

PORTLAND, Monday, Sept. 10.

Our State election took place to day. The canvass has been exciting, and the vote is quite large. ANSON P. MORRILL, the present Governor, was supported by the Pantonists and Republicans. ISAAC REED by the straight-out Whigs, and SAMUEL WELLS by the Democrats and opponents of the Maine Liquor Law.

We have the following returns:

	Morrill.	Wells.	Read.
Fifteen towns in Cumberland Co.	4,470	4,631	636
Fifteen towns in Oxford County,	1,892	1 926	54
Thirteen towns in York County,	2,982	3,081	267
Four towns in Kennebec County,	1,419	1,059	418
One town in Hancock County,	458	217	48
One town in Penobscot County,	1,116	923	363
Three towns in Androscoggin Co.	641	567	60
One town in Washington County,	196	190	50
Three towns in Sagadahoc Co.,	1,956	884	262
Total, 54 towns	14,814	13,210	2,966

Robbery of Railroad Iron belonging to the State Works of Pennsylvania.

PITTSBURG, Monday, Sept. 10.

Some interesting developments transpired here on Saturday, showing extensive larcenies of old railroad iron belonging to the State Works, amounting in value to about $16,000. A laborer in the employ of a second-hand dealer in iron, named HENRY NICHOLS, and for wages before a Justice, and gave hints implicating NICHOLS, and several others, living along the line. Information was sent to the Canal Commissioner, and at his instance, twenty-six persons have been arrested and committed to Cambria County jail, while NICHOLS and another man named JOHN LYTHE have been committed to our jail. Thirteen barrels of broken iron were discovered. There is a prospect of a large number of additional arrests, it being said that nearly everybody living along the line of the road has been engaged in the thefts.

The river measures four feet six inches, and is falling. Weather wet. Freights low.

Cricket Match.

ALBANY, Monday, Sept. 10.

The match between the Harlem and Albany Cricket Clubs commenced this morning at Greenbush. Albany Club's first innings, 58; Harlem Club's first innings, 54.

Albany Club's second innings, 94, and two wickets to go down. GILLESPIE and MOORE were well in when the stumps were drawn at 6 o'clock. The former had scored 36 and the latter 33.

Military Reception.

ALBANY, Monday, September 10.

Company D, of Buffalo, reached this City at 4 o'clock this afternoon, and were received and entertained by the Burgess Corps, the Mayor, Common Council, and Governor of the State. They were escorted to the boat, on their way to New-York, and left on the *New World* at 7 o'clock this evening.

Kansas News.

ST. LOUIS, Monday, Sept. 10.

Governor SHANNON arrived at Westport on the [illegible] and was serenaded in the evening. He made [illegible] regretted to see the disorganized [illegible] of the Territory to [illegible] in Kansas.

Western Railroad Affairs.

CHICAGO, Monday, Sept. 10.

The Springfield (Ill.) *Journal* announces that the Chicago, Alton and St. Louis Railroad has been leased for a term of twenty years to HAMILTON SPENCER, late Vice President of the Company, at a consideration of $600,000 per annum, including the interest on the floating debt of the Company.

Escape from Jail and Recapture of the Fugitives.

CONCORD, N. H., Monday, Sept. 10.

Four prisoners broke out of the County Jail here yesterday, and ran for the woods; they were pursued, however, and all recaptured. Among them was JOHN W. RAND, who is charged with robbing our Savings Bank recently.

State Senatorial Nomination.

SYRACUSE, Monday, Sept. 10.

ALFRED M. HOVEY was to-day nominated by the Know-Nothings, in County Convention, as their candidate for State Senator. Mr. H. was the Democratic candidate for the same office two years since.

The Know-Nothings of Massachusetts.

BOSTON, Monday, Sept 10.

The Know-Nothing Lodges embracing the requisite number for the purpose, have notified the State President of the Order, J. W. FOWLER, Esq., to call a *State Convention*, for the purpose of nominating an independent Know-Nothing State ticket.

Santa Ana Bidding for Republicans.

BOSTON, Monday, *Sept. 10.*

P. T. BARNUM, it is said, was offered to-day *two hundred thousand dollars for Iranistan*, his country residence, by SANTA ANA's agent. He offers to sell for two hundred and fifty thousand.

The Southern Mail, &c.

BALTIMORE, Monday, Sept 10.

New-Orleans papers of Tuesday last are to hand, containing Havana dates to the 1st instant. The steamer *Thorbide* left Havana on the 30th ult. for Vera Cruz. The new Spanish transatlantic steamer arrived at Havana on the 29th.

Death of a Merchant.

PITTSBURG, Pa., Monday, Sept. 10.

HENRY GRAFF, an old and well-known merchant of this city, formerly engaged in the transportation business, died this afternoon.

From Washington.

WASHINGTON, Monday, Sept. 10.

The *Star* of this evening says that the President signed the report of the Naval Retiring Board to-day.

Ship News.

BOSTON, Monday, Sept. 10.

At Rio Hacha, 14th ult., bark *Alabama*, of New-York, for Santa Martha in four days, to finish loading for Boston.

The brig *Santiago*, at this port, reports seeing off St. Nicola Mole, Aug. 19, a full rigged brig showing Spanish colors, her decks crowded with men, and saw her again the 20th off Inagua.

The British schooner *Julius Hart*, from Port au Prince and Inagua, for Boston, before reported a missing vessel, left Inagua June 12. Her Captain, COOMBS, and the mate died when two days out, June 14. She never attempted to get back, and arrived at Nuevitas, where she was wrecked. The cargo was saved and taken in charge by a British Man-of-War.

Suits Against the Camden and Amboy Railroad Company.—We learn from the Newark *Daily Advertiser* that Mr. ROSCOE BRADSHAW, of the New-York Bar, has commenced proceedings in the United States Circuit Court for the Southern District of the State of New-York against the Camden and Amboy Railroad Company, on behalf of a lady and gentleman, members of his family, who were injured in the recent catastrophe. The plaintiffs are, we claim to be, residents of New-York State, and as such have the right to sue in the Federal Court, inhabitants of any other State in the Union for injuries received.

The Trenton *True American* says: "It is rumored that Mr. INGERSOLL, of Philadelphia, has already commenced suits against the Camden and Amboy Railroad Company, laying his damages at $400,000!"

YELLOW FEVER.

Fearful Progress of the Disease at Norfolk.

STATEMENTS OF A MEDICAL EYE-WITNESS.

LATEST TELEGRAPHIC ACCOUNTS.

NEWSPAPER REPORTS.

The telegraphic and newspaper reports which we have published from day to day, in relation to the spread of Yellow Fever at Norfolk, Portsmouth and Gosport, have sufficed to give a general idea of the extent to which the formidable disease prevails in those afflicted cities. Through private channels, however, we are put in possession of additional details. The effects of the Fever are becoming more fatal. The cities in which the mortality has been the greatest, are now nearly deserted. Physicians and nurses, always in too scanty supply in epidemic seasons, are swept away by the pestilence. Consternation and the utmost distress are everywhere prevalent.

Mr. JOHN DISTURNELL, of this City, has narrated to us the substance of a conversation which he held yesterday with a distinguished physician of Philadelphia, who was on his return from a visit to Norfolk. He left Norfolk on Friday last. At that date, the main business street of the city was utterly silent. Not a store was open; only two druggists' shops gave evidence of life. Thoroughfares lately vocal with the bustle of Trade, are now silent as midnight; their stillness broken only by the footfalls of nurses hurrying to the apothecary for medicines. A very few weeks have sufficed to turn a populous and thriving town into a desert. Out of a population of at least Twenty Thousand, lately residing in Norfolk and its suburbs, scarcely Three Thousand remains.

The physicians and nurses in attendance upon the sick, are stationed at the *Crawford House*, the principal hotel of the place; and at this house the Sanitary Commission also sits. As the relays of medical attendants and nurses arrive in the city, they report themselves at this hotel. New cases of sickness are likewise reported there. Nurses are sent out as they are required; but none of the fever patients are permitted to enter the house. The landlord of the Crawford House, Mr. COLLINS, was lying ill of the fever, and was supposed to be in a dying condition when our informant left the city. The Telegraph last night brought intelligence of his death.

Fourteen physicians went from Philadelphia to assist the sick in Norfolk. Of this number *seven* have been attacked by the fever, and *three* have died. No regular system of practice appears to have been decided upon. The physicians meet at the Crawford House every evening to compare observations, and report remarkable cases; but reliable data for treatment are obtained only with difficulty. *Good nursing* is declared to be indispensable.

The atmosphere of Norfolk is close, humid and suffocating, with an average temperature of 80°. No peculiar stenches are observable; nor do the streets possess that filthy character which is always a necessary consequence of the [illegible] follows the outbreak of an epidemic. The [illegible] ity of a stretch of marshy ground is believed to be an inciting cause of the malady.

A peculiarity of the fever has been especially remarked. Soon after the attack, the skin of the *white* patients takes on a yellowish tinge, similar to that of a lemon or orange. *Black* patients undergo a similar metamorphosis—their hue changing to bronze. In all cases, the progress of the fever is very rapid and very often fatal.

A common spectacle in the streets is a cart laden with coffins, which are deposited at some convenient street-corner, and removed thence by the undertakers as occasion demands. Three or four of these coffins often stand together. The dead are immediately taken out of the houses and placed upon the sidewalks; a strip of parchment, inscribed with the name, age and date of decease of the victim, being nailed upon the lid of each coffin. A duplicate of this parchment record is preserved. The bodies of the dead are conveyed away by carts which traverse the streets at stated intervals. There are three places of burial.

The houses of the citizens who have fled, are, it is believed, pretty generally respected. Few cases of theft are reported, and burglaries are not common.

Individual cases are recorded, in which the circumstances of the victims were peculiarly harrowing. In one instance, two young ladies died in the same house, within a short time of each other. Both were thrust into one coffin and buried. *One family, consisting of a father, mother, children* and servant, all died; the servant, (a negro,) clinging to her mistress to the last.

This fidelity of the negroes is not the least noticeable feature. *It is difficult*, nearly impossible, to separate servants and mistresses. Forbidden to enter the sick chamber, the blacks will creep into concealed places, hide beneath the beds, crouch in corners, employ every artifice, to remain in attendance upon the mistress. Left to themselves, the negroes are abject, refuse to take remedies, and die rapidly. Their last wish often is that *they may be buried near their mistresses.*

A considerable amount of valuable property is frequently left in the hands of the physicians. This is always confided to the care of the Sanitary Committee. But a very few instances have yet occurred in which a dishonest disposition has been made of the property thus left: and in those which have taken place, the rogues were detected and apprehended.

The relative positions of the towns of Norfolk, Portsmouth and Gosport, are very similar to those of New-York, Brooklyn and Williamsburg, (before the union of the last two cities.) The distance from Norfolk to Gosport is perhaps a mile. Gosport is now entirely empty; its citizens having taken their departure at the appearance of the pestilence. Portsmouth has a few hundreds of people remaining. The railroad cars are not permitted to enter the city, passengers making their way to the outskirts, and finding their way thence to Suffolk by railroad, and from that point by steamboat. Of the condition of Norfolk, we have already spoken.

A more desolate spectacle can hardly be imagined, than that of these deserted cities.

By Telegraph.

BALTIMORE, Monday, Sept. 10—P. M.

The Relief Committee left here in the Norfolk boat this evening, to make arrangements for bringing to this city two hundred orphan children. They will be quartered in the new House of Refuge, now in process of building, and which is being prepared for their accommodation. They will reach here on Saturday.

The ladies attached to the various churches of this city are making up clothing to be sent down. The children will undergo a purification before being received at the House of Refuge, and their old clothing burned.

The Bay Line has volunteered to bring the children on free of charge. A dispatch from Weldon says large numbers have left Norfolk and Petersburg for the Camp, established by the authorities of Baltimore, at Old Point. A score of physicians who left at the encampment on Saturday.

At Portsmouth, Dr. COLLINS, President of the Railroad, is dead.

The collection in this city for the relief of the sufferers now reaches nearly $22,000.

The steamship *Benjamin Franklin*, which brought the yellow fever from St. Thomas, is in the river, below this city, but it is supposed she will not be permitted to come up. There is some excitement at the Point, and threats have been made that she shall be destroyed if permitted to approach the city.

RICHARD PERRY MILLER, of Philadelphia, died this morning of yellow fever, at the Quarantine Hospital, below Baltimore. He was returning from Portsmouth, where he had been acting as an apothecary.

NEWSPAPER ACCOUNTS.

No Abatement in the Fever or Panic—Small Pox at Norfolk—Fever Spreading to the Country—Appearance of a Peculiar Fly—Sickness of Volunteer Physicians—Establishment of a Refuge, &c.

From the Baltimore American, 10th.

The Norfolk boat yesterday morning brings us the sad intelligence of the death of our correspondent, RICHARD GATEWOOD, Esq., and also that there is no abatement in the awful condition of affairs that has prevailed for some time past in the cities of Norfolk and Portsmouth.

The annexed memoranda is from Dr. J. F. POWELL, the Surgeon of the steamer *Georgia*, whose sources of information are of the very best character:

STEAMER GEORGIA, Sunday, Sept. 9, 1855.

I regret to inform you that there is no improvement to report to you in the health of the cities of Norfolk and Portsmouth. Disease and death are everywhere, and the panic is increasing.

At Norfolk, on Friday, there is stated to have been about 40 deaths and a number of new cases. On Saturday, up to 9 o'clock, there were 35 deaths, (7 of which were in the hospital.)

Among the deaths at Norfolk on Friday and Saturday were E. E. WALTERS, Esq., proprietor of the National Hotel; WM. B. ROBERTS, Esq., Delegate elect to the Legislature; RICHARD GATEWOOD, editor of the Norfolk *Beacon*, and Mrs. WILSON and Mr. SOLOMAN, nurses from Baltimore.

Mr. JACKSON, student from Washington, is very ill. Dr. GOODE, of Richmond, was thought to be dying. AUGUSTUS COOK, Esq., the Assistant Mayor, was better.

It was reported just before the departure of the *Georgia* that a Baltimore physician at Norfolk had been taken down with the fever, and as Dr. JOHN MORRIS was the only Baltimore physician on duty in Norfolk, it was generally supposed to be him.

The small-pox has also made its appearance in Norfolk, and has the effect of greatly increasing the panic. There are reported to have occured *from ten to twelve cases* on Friday and Saturday.

At Portsmouth, on Friday and Saturday, *the panic was greater* than at any time since the commencement of the disease. The number of deaths on Friday were 22, and there was about 90 new cases reported.

WILLIAM COLLINS, Esq., President of the Seaboard and Roanoke Railroad Company, and his brother, JOHN COLLINS, Esq., it was thought would die on Saturday evening.

Dr. HOWELL, of Richmond, is dead. Dr. MARSHALL, of Baltimore, and Dr. BRYANT, of Philadelphia, were reported on Saturday to be dying, though a second report stated Dr. BRYANT to be better. HENRY FRIGHT, Superintendent of the Ferry, is dying; his assistant, WM. BETTINGHAM, is dead.

JOSEPH MIDDY, engineer on the Seaboard and Roanoke Railroad, is ill with the fever. JESSE LESSON is better. There were eight deaths in Portsmouth on Saturday to noon, and seven in the hospital.

The fever is also reported to be spreading in the adjacent counties with considerable fatality.

Mayor FISH, of Portsmouth, is able to walk about his room, and is now considered out of danger.

Dr. WARDROP, of Baltimore, is still working hard, but is nearly broken down. The Rev. [illegible] has left Portsmouth, [illegible] every one to [illegible]. Dr. PAGE, of Portsmouth, is down with the fever.

A member of the Sanitary Committee of Portsmouth informed me that at this time there are two cases of fever in the town and in the Naval Hospital—and that scarcely a family had escaped without the loss of at least one member. In many instance entire families [illegible] leaving none but helpless children, [illegible] in the Academy, [illegible] temporarily used as an asylum for the [illegible] Yours, &c., J. F. P.

We publish the following letter from the Petersburg *Express* of Saturday morning:

NORFOLK, Thursday, Sept. 6—5 P. M.

Since the fatal epidemic has prevailed in our city, a most singular looking fly has made its appearance, which is quite a stranger to [illegible] and has never been known here by the "oldest inhabitant." Its body is about the size of our common fly, of a yellowish color, with long delicate porous wings, of a texture as fine as the softest silk. They fly together in swarms, and may be seen in large numbers on the fig trees—but their great point of attraction seems to be the coffins in which repose the [illegible] victims of "Yellow Jack."

We took a stroll out to that Golgotha of burial grounds, *Potters Field, yesterday*, and was intensely *horrified at seeing many of the coffins that lay on the* ground, scattered around, awaiting interment, literally black with these loath-some little insects, that squirmed the moment we came near them, and which on to execute the coffin entirely from sight. It was the most disgusting spectacle we ever beheld, having an oily, woolly significance of the last of poor mortality about it, that was absolutely sickening! What could have brought these tiny scavengers here? do they follow like camp plunderers in the train of the pitiless destroyer—or are they engendered by the deadly disease itself, acting upon a peculiar atmosphere? These are questions that we leave to *abler*, better skilled in such phenomena of nature than we are, to answer—satisfactorily if they can. We only know that dead bodies will create a peculiar worm—and why not a deadly plague create a *peculiar fly?*

The front before O'BRIEN & QUICK's establishment, was this morning literally blocked up with *coffins of* every shape and size. Whatever we may lack in other things at present, there is no scarcity now of this last indispensable habitation of perishing mortality, for which we are indebted to the wise forethought of sympathising friends in Hampton, Baltimore and Richmond, a large supply of coffins from which places, we noticed in yesterday's letter.

Idle, strong-limbed, lazy blacks, have been forced into service, to dig graves, and many a poor fellow will *now sleep quietly inurned, sole occupant of his own* narrow grave, who would otherwise have been shovelled away promiscuously, in a pit, with a score or *more of aliens and strangers, to mingle their bones* with each other, and crumble into dust together.

All day yesterday tar *barrels were burnt in the rear* of the City Hotel Hospital, with the view of purifying in some degree the poisonous atmosphere of that infectious locality. Whether this will prove of any service or not in staying the end designed, we cannot say—at present we would dislike very much to send a dog that we valued, (that was not infection proof) to that general depôt of disease and death, where so many enter sick and prostrated, and so few leave without the assistance of the undertaker!

There were 70 burials yesterday—many of them having been lying over for coffins for 48 hours.

A cool wind blowing from the northeast, with a sickly sun—*very* unfavorable. All, all are getting sick.

SPECTATOR.

The Portsmouth *Transcript* again made its appearance on Saturday. The following leading editorial tells a mournful tale of the condition of that unfortunate town:

Few men are left. The merry-hearted do sigh. The mirth of tabrets ceaseth. The noise of them that rejoice endeth. The joy of the harp ceaseth. Every house is shut up. There is a crying in the streets. All joy is darkened. The mirth of the land is gone. In the city is left desolation. And the gate is smitten with destruction. Such is not an inapt description of Norfolk and Portsmouth. Since the last issue of this paper on Friday, the 31st ult., the doings of death have been ceaseless. The grave, like the barren womb, still saith it is not enough. Upon an average, twenty-five have died here since the *Transcript* made its last appearance, and we suppose about 50 in Norfolk.

Eight, yes, nine of the physicians, who nobly came from abroad and boldly entered the very jaws of death, have had the fever, and seven of them are now at the Naval Hospital—Dr. SMITH, Dr. BRYANT, Dr. CROWN, Dr HOWLE, Dr. KENNEDY are there. Among the deaths which we have recorded are good and true men. We must commemorate JOHN WOODLEY. The writer of this helped to close his eyes, and saw the last of him on earth. A more noble hearted, generous, kind, benevolent and exemplary young man we have seldom known. JOHN D. COOPER was a meeting man, honest, industrious and firmly adherent to principle. But we must pass on. The Mayor of Portsmouth, we are happy to tell our friends, is decidedly improving; the feebleness and prostration, under which he has been labouring for some days, are giving place to comparative strength, and with him, the fatal crisis has passed.

We saw Rev. Mr. DEVLIN on Wednesday. He had passed through the disease, and was out again doing his duty, and then on his way to visit a sick stranger who had sent for him, and who had come among us to help us. We trust that all and what will be poured in and that his wounds will be bound up. The fever continues as bad as ever. Indeed the number of deaths during the last week has exceeded that of any previous week. Dr. RIZER, of Philadelphia, who had been active in his attendance upon the sick, is down sick. Dr. PAGE, of Portsmouth, is down with the fever. Dr. [illegible] has had [illegible] day or two sick. Dr. PAGE, of Portsmouth, is down with the fever. Dr. [illegible] has had [illegible] day or two sick

LAW INTELLIGENCE.

BRIGGS FOREVER.

MARKET REPORTS.

HOUSES, &c., WANTED.

BOUNTY LANDS.

BUSINESS CHANCES

TO LET.

The United States and Mexico.

The present unsettled and political condition of Mexico has occasioned a most interesting query to all appearance, the nationality of seven millions of people is on the verge of extinction—that a people, borne down by no possible oppression, and crushed by no despotism, should have so far retrograded in the path of liberty as to become what Mexicans are to-day.

Yet it is not alone to the fall of SANTA ANA, and the substitution of one adventurer for another, as President, Chief, or Dictator, that this degradation must be attributed. It is not alone to the ruinous feuds of opposing factions and races, nor even to the sway of a bigoted priesthood, that Mexico has been unable to achieve for herself a perfect Republican freedom. These have certainly retarded her progress; but there is another, and a graver cause, for her ruin. For when the young Republic was blindly struggling after liberty, under the guidance of inexperienced political leaders—when, as a natural consequence, party rose against party, and each sought to gain its ends by bloodshed and by violence—when, added to internal feuds, the slender resources of the country were exhausted in Indian wars—the opportunity was seized by Northern adventurers for an unprovoked and an unrighteous invasion, and thereby to fill the cup of misery full to overflowing.

We notice that the possible annexation of Mexico to this Republic at a future day has already been mooted by some of our Southern cotemporaries. The subject is full of the gravest considerations. For, while on the one hand it is probable, in the natural course of things, that such an event must sooner or later take place—on the other, it is one in regard to which the boldest and truest patriot may well pause in uncertainty and dread. The annexation of a fair and fertile country, inhabited by seven millions of people, opposed to us in race, religion, language, habit, custom, feeling! It is a matter for deep reflection even now, while bare possibility looms through the future; for it would be a step important enough to raise our Republic to a pinnacle of grandeur, compared with which the mightiest empires of ancient or modern times would seem but pigmies, or, it might be, to bring down upon us a lasting curse. The thought is suggestive, to say the least, and it becomes us seriously to ask ourselves whether we have hitherto done our duty towards Mexico, and whether we are doing it now.

The obligations imposed upon us as a nation, professedly standing in the van of political and religious freedom, are too solemn to be trifled with. To Mexican Republicans the sympathy and moral support of American Republicans are peculiarly due. We have fought the same battle, striven for the same great end, achieved the same victory. We are strong and they are weak, not because they love liberty less, but because they scarcely understand the theory, and are altogether ignorant of the practical working of a free government. And how should they comprehend it? Nations, like individuals, must learn by experience, and a comparison between our own history and that of Mexico sufficiently explains the cause of our strength and her comparative weakness.

Our fathers came from beyond the seas imbued with the spirit of Freedom, familiar with popular forms of government, and alive to all their advantages. Nor did liberty spring up spontaneously with them—it was the growth of centuries. The very principles of which we boast to-day may be found, sparkling like gems, in the rude legislation of by-gone ages. The early settlers of Northern America had no despotisms to contend with. An ocean separated them from old ties, old customs, and old habits, and under the most favorable auspices, Republicanism became fully developed. Not so with the colonists from Old Spain. They were of a stamp the very reverse—of a class the very opposite to republicans, who scoffed at the idea of people's rights. They left their native land at a time when it was living on the reputation of its past glory—when its decline had rapidly set in; and to the colonies they transferred all those evils that have since been the ruin of the mother country. They held themselves aloof from the rest of the world, boasting the super-excellence of Castilian blood—not seeing, as they see not even now, that to this same isolation may be traced the fallen condition of their race. So, when Mexico was suddenly freed from bondage, her people lacked experience, and her statesmen the necessary qualifications of political leaders. Hence the condition of affairs we are now witnessing. Universal history proves that nations must undergo a long probation, and suffer many severe trials, ere they can solve for themselves the great problem of self-government. In Mexico the contentions of opposing races made this struggle more bitter; but the result was not the less certain. Her citizens may have been weak, fickle, ignorant, uncivilized; but their desire for liberty was sincere. It has yet to be recorded that a people—like the Mexicans—with a knowledge of their own rights and will to assert them, ever retrograded into barbarism or serfdom. We should make one exception, however—an exception that may soon apply to our Texan filibusters, if the people of the United States permit them any longer to continue and multiply their depredations. Nations that yearned after Freedom have been absorbed and subjugated by foreign powers they were unable to resist. But are we to stand in the same light towards Mexico that Russia does to Poland, or Austria to Hungary? God forbid!

By what reasoning are we to suppose that the Mexican people regard us with feelings of friendship? They doubtless look on us, apparently with justly too, for all the plan of filibustering. They might justly say—"If we were inclined to yoke the old or support its [illegible] we could have done so long ago. We had the keenness to know that your aim is despotism, or revolution and anarchy, in violation of the most solemn assurances. If we were disposed to set institutions worthy of imitation, we have reason now to look on them with poverty and distress. If we ever dreaded the boasted superiority of your race, we see now our worst forebodings realized." What can they think of our professions—our faith in the sacred principles of liberty we uphold before the world? Our hostility to the despotisms of Europe must seem to them a mockery when conspiracies are hatched within our own borders, and desperadoes are permitted to invade their territory in time of peace, and attempt, by force of arms, to rob them of their nationality. What has czarism, or monarchism, or despotism done worse than this? We have to bear the onus of a great wrong, committed in the spirit of wilful, wanton aggression. As long as government neglects to punish these invaders, or falsely assert its inability to prevent their depredations, their act will be regarded as a national crime. If destiny points infallibly to the annexation of Mexico, let it not come through the agency of filibusterism. Our first duty should be to inspire the Mexican people with confidence—hitherto we have done the very reverse.

The Emigrant Commission.

We have already mentioned the appointment by the Commissioners of Emigration of Captain PILLSBURY of Albany, to be Warden of Ward's Island,—and have also noticed the protest entered against the appointment by two of the Commissioners. The sole ground of their rejection was the fact that his salary was fixed at $4,000, which is more than twice as much as has been paid hitherto for that service. We observe that one or two of the City papers have also objected to the appointment, partly on account of the apparent extravagance of the salary, and partly because the appointee is taken from Albany instead of this City.

We are satisfied that, plausible as these objections may appear, they are decidedly outweighed by the reasons in favor of the action of the Board. The experience of the Commissioners shows, what a little reflection would indicate to any one, that so large an interest as that which they represent can be properly protected only by the zealous, close and constant supervision of some one person qualified by natural abilities and by experience for such a service. It cannot be done either by the Board or by Committees,—for neither can possibly exercise the constant vigilance required to prevent lavish and improper expenditures. Capt. PILLSBURY is very widely known as better qualified, by his natural abilities and tastes, as well as by long experience in a similar sphere, for precisely the service which is here required. He has had charge of several very important public institutions, in different parts of the country, and has never failed to introduce into them increased economy and system, and to render them in every respect more efficient and successful. One or two of them he has raised from a very depressed and embarrassed condition, and has made them pay their expenses and answer much more fully the ends for which they were established.

The Commissioners of Emigration have thought that by securing the services of such a man, they could greatly improve the administration of their affairs—avoid many of the expenses now incurred, and bring up the Commission from its present depressed condition; and that the salary necessary to secure him was not to be weighed for a moment against the very great advantage of his supervision. We are satisfied they have acted judiciously and wisely in the matter; and that if Capt. PILLSBURY can be induced to accept the appointment, which we are sorry to say he has not yet done, he will abundantly vindicate the action of the Board. There has been an average of about 2,500 persons on Ward's Island, supported by the Commissioners, at a cost of $303,000 per annum. This sum is not only much larger than the funds of the Commission warrant, but larger than, under any efficient and vigilant administration of affairs, would be required. We feel confident from what we know of the man, that Captain PILLSBURY would introduce reforms in the management of affairs, such as would satisfy even those who now doubt that his appointment was the wisest step the Commissioners had ever taken.

Rachel Pudding.

The Public, it is well known to all who have ever had anything to do with it, is a goose, which is either to be plucked or stuffed, as the case may be; of course it is not to be supposed that newspapers ever have an opportunity of plucking, and they must, therefore, confine themselves to the particular privilege of stuffing that amiable and good-natured goose, the public. All that it requires is novelty, and plenty of it; the public must be stuffed, like a goose devoted to Strasbourg pies, until it can swallow no more. A short time back the only stuffing that the public would swallow was composed of Swedish nightingales; but now the craving of the unconscionable fowl is for RACHEL pudding, a delicacy which is peculiarly grateful to its palate. Of course we have no other choice than to fulfill our duty as a caterer to the public, and accordingly we have served up a reasonable quantity of the required food. But the cry is Oliver Twistian, and we must give more. Which we proceed to do.

Wishing to gain as much knowledge as possible of the movements of Mademoiselle RACHEL in private, and to chronicle all the incidents of her domestic life, we have dispatched an accomplished reporter, who speaks French, to her lodgings, to pick up all the important and interesting items that the most scrutinizing and prying curiosity could compass; and we present below the first instalment from the note-book of our industrious and enterprising assistant:

[illegible] RACHEL IN DOORS.

The good impression is soon truly great, and [illegible] and [illegible] like an aura over the historical spot which she inhabits, her surpassing character and ability revealed itself for inspection. Mlle. RACHEL does not recoup in French, as some people might imagine, but in a purely Greek manner—such as the lovely and intellectual ASPASIA might have done in the presence of PERICLES. Mlle. RACHEL descended the stairs in a majestic and graceful manner, by putting one foot before the other, and so dropping down, step by step, to the angels descended JACOB's ladder, or as the Venus of Milo might have done, if she had ever gone down stairs. The robe she wore was a tissue of enchanting loveliness, and we have learned from a source which leaves no doubt of the correctness of the great fact, was purchased at Madame DE PERTUISIER'S, in *la Rue de Poissonière*, at the low figure of twenty-two francs, fifteen centimes. It was edged with the ovellent cotton lace, which was a present from LA MARQUISE DE FLASCO, one of the most charming ladies in *le belle France*. Mademoiselle RACHEL having reached the lower stair, every fold of her exquisite robe exhuming a charming and overpowering sense of exquisite perfection, replied in a most condescending and tragic manner, which made the blood rush tumultuously to our heart, to a remark of her companion. "Oui!" OUI! We never before imagined that those three vowels could be pronounced with such tragic solemnity—such exquisite beauty—such gushing melody—such trombone-like sonority. It was a moment to be remembered, and we don't believe we shall ever forget it. The great *tragédienne* proceeded to her breakfast parlor to partake of her *dejeuner à la fourchette*, which consisted of three slices of dry toast, an *omelette aux fines herbes*, a cup of *café au lait*, into which she put with her graceful fingers two lovely lumps of sugar, which sparkled with delight at their happy destiny; there was on the table a small pat of beautiful butter, artistically imprinted with the form of a rose; there was, also, a small loaf, but it would require the genius of a BRANCH to describe the sensations with which we saw her reach out her hand and convey a piece of it to her mouth. We draw a veil over the other parts of this deeply interesting scene, and will proceed to give an account of the contents of Mlle. RACHEL'S wardrobe, the cost of each article, where it was purchased, and several other particulars.

We cannot allow our reporter to go any further. There is a point beyond which criticisms of public performers should stop, and we must put a check on our employee's inquisitiveness. In justice to him, however, we must remark that he assures us his account of Mlle. RACHEL is not written in imitation of Mr. ANTHONY FONBLANQUE'S description of the Duke of WELLINGTON, as he states that he never read that well-known piece of satirical humor.

From the Isthmus and South America.

The *Empire City* arrived at this port yesterday morning from Aspinwall, with over a million of treasure. She brings no later news from California. We have, however, later intelligence from the Isthmus and South America. The Aspinwall *Courier* gives some interesting particulars of the purchase recently completed by Colonel KINNEY of all Messrs. SHEPHERD & HALBY'S right in the lands granted to them, in 1839, by the Mosquito King. From Panama we learn that the new Constitution was still occupying the attention of the Legislature. A Granadian Know-Nothingism seems to have been ushered into existence. A clause in the Constitution, giving foreigners the right to elect and be elected to municipal offices, was lengthily discussed at a late sitting of the Assembly, and much opposition was manifested to it by members present. Judge BOWLIN, our Minister at Bogota, is said to be extremely popular among the inhabitants. The Aspinwall *Courier* says he is laying a basis for excellent and highly important diplomatic labors.

The news from South America is unimportant. The Chilian Congress was in session at Valparaiso. Peruvian papers state that the exportation of guano from the Chinchas in July amounted to some thirty-eight thousand tons. At the close of the month, ninety vessels were loading. The Presidential election in Bolivia has terminated in favor of Gen. CORDOBA, son-in-law of Gen. BELZU, the actual President.

From Australia.

We have received full files of Melbourne papers to the 25th of June, inclusive. Great destitution is said to exist in Victoria. Letters from Ballarat state that further disturbances of a serious nature were anticipated at the mines. Disputes about claims are at the bottom of the trouble. The Adelaide *Times*, of June 14, says that the title of Governor General of South Australia, recently bestowed upon Sir R. M'DONNELL, deprives Sir WM. DENISON, the Governor of New South Wales, of any authority he may have possessed before the said title was conferred. We publish elsewhere particulars of the wreck of the American ship *Whistler*, of which disaster we were notified by the last arrival. In the Melbourne markets, the chief feature to be noticed is an important rise in wheat. The gold market was dull.

The Maine Election.

The annual election for State officers in Maine took place yesterday. The canvass has been carried on with a great deal of spirit and energy, and excitement has reigned throughout the State for many weeks. The tickets in nomination were three in number, as follows: American and Republican—ANSON P. MORRILL, the former incumbent; Whig—ISAAC REED; Democrat and Anti-Maine Law—SAMUEL WELLS. The indications are, judging from the limited returns received by telegraph, that MORRILL is re-elected. The vote thus far, in fifty-six towns, stands: 14,614 for MORRILL, 13,810 for WELLS, and 2,969 for REED.

☞ A correspondent of the Boston *Times*, writing from Portland on the 6th in reference to the then coming election for State officers, alleges that Hiram Dow had drawn forty muskets and a quantity of ball cartridges from the the arsenal in anticipation of that event.

☞ The Orange County (N. Y.) Agricultural Exhibition will take place at Goshen on the 26th and 27th inst.

AFFAIRS AT WASHINGTON.

The Political Prospects in Maine.

The Situation at Sebastopol—The Appointment of Mr. Fillmore's Successor.

Special Correspondence of the N. Y. Daily Times.

WASHINGTON, Monday, Sept. 8, 1855.

The next steamer from Vera Cruz left there this morning, and will arrive on the 20th inst. It is generally understood here that the troops will go to the seat of the insurrection, and that Gen. SANTA ANA will command in person. It remains to be seen, however, whether the Government will receive Gen. GARMENDIA as second in command with the Generalissimo, and there is some fear that if he does not receive it will be necessary to supersede him. In connection the previous statement the impression that still appears that the Presidential Government have considerable confidence in the success of SANTA ANA'S Government. CARMEN, Minister to this country, is a friend and partisan of SANTA ANA, having been a sort of Inspector-General of Customs, and General-in-Chief of the Department of Vera Cruz, District of Mexico. He is a little man of sixty years of age, and has numerous sons and six daughters, and like many of his countrymen in the United States and elsewhere, never lost an opportunity of securing a bit of patronage for the aid or support of one of the same. His vote as against LA VEGA was 20 to 15. In view of his obvious connection with the Santanist system, the friends of ALVAREZ and COMONFORT in the city of Mexico have issued circulars to their constituents, warning them not to come into the city, except at the head of their forces.

It is thought improbable that any commercial treaty can be negotiated with this Government and General GARMENDIA. He had quarrelled with the preceding administration, and there is small prospect that he will accord any better with this. But it is supposed that as soon as the revolutionary government shall show itself to be fixed upon a firm basis, Mr. MARCY will open a negotiation with General ALMONTE to settle the relations of the two governments upon a new and a more advantageous basis.

The Executive mind is in the throes of parturition on several subjects of interest. That it has been decided to take up at the beginning of the week the vacancy in the British mission with a view to filling it with some acceptable Nebraska Democrat, to settle the destiny of the retired list for the navy, and to appoint the judges required by deaths and removals. The British mission will, perhaps, be tendered in compliment to General CASS, and at this writing seems likely to settle down upon WM. ALLEN, of Ohio, the ablest unpaid advocate of the North-Western Democracy. I am told that MASON, of Virginia, is out of the question. It may be that he even prefers the certainty of a five years' term in the Senate, and the probability of a six years' further acceptancy of the seat, to the fleas of the foreign mission, with a reasonable prospect of recall after the lapse of eighteen months.

The Union was prompt to call attention to the Northern plank in the Binghamton platform of the New-York Know-Nothings, as a warning to the South, that inasmuch as they repudiated the test of acquiescence in the repeal of the Missouri Compromise, they were Abolitionists; but it has very singularly happened that though the Soft-Shells have adopted substantially the same resolutions on that subject, the Union has not found time to refer to it. The South has nothing to dread from the Abolitionism of Democrats. They can be controlled by offices and salaries,—the others are supposed to be influenced by principle.

The news from Europe seems decisive upon one point, hereinfore assumed to be of some importance, to wit: that Sebastopol cannot be taken by the forces and armaments now before it. The bombardiers are evidently waiting upon the diplomatists. The bombardment had positively commenced on the 16th of August. By the next steamer it was to begin on the 17th, and by the last intelligence it is announced in effect that the bombardment and the taking of the place are indefinitely postponed. That is the end of the war in the Crimea, so far as offensive operations on the part of the Allies are concerned. There remains the fearful contingency that the Russians will not allow them to retreat when they get ready for that movement, in which case they will find capital lying under the white walls of the fortress. A very able writer in the *National Intelligencer*, supposed to be Captain HUMPHREYS, of the Engineers, has demonstrated that the failure of the Allies has resulted wholly from their deficiency in artillery men and engineering. The Russians, according to this authority, have 4,000 pieces of artillery, and 200,000 men within Sebastopol. The place cannot be taken without investment, and then only by assault, and cannot be invested with less than half a million of men, nor be assaulted successfully except by a loss of 50,000. The Paris *Moniteur* emphatically confirms these allegations.

Our army bragged terribly in Mexico, so does the Allied army in the Crimea, and the fleet in the Black Sea. The burning of a few sheds and outbuildings at Sweaborg is magnified into a glorious victory, while, in truth, the magnificent fortress remains untouched, and the fleet made haste to run away by the light of the conflagration which it had caused. The admirable Mischaracterizer of the London *Times* and associate patriots in averring that Sweaborg is "almost totally destroyed" is the very worst specimen of foolish braggadocio that this unfortunate war has produced.

In our domestic politics there is nothing taking place worth mentioning. The details of Government business go on as usual. Commodore STUART, who has seen fifty-seven years of naval service, and captained the British frigates *Java* and *Leander*, is said to have been laid up in ordinary by the Board on the retired list. The report is not yet approved by the President. The two steam frigates constructing at the Gosport Navy-Yard will be delayed at least six months by the pestilence, and will not be launched until next year. They will not be launched in season for the bombardment of Copenhagen promised for next May.

AQUIDAY.

Rachel.

METROPOLITAN THEATER.—Mlle. RACHEL'S fourth appearance was welcomed by a fine audience last night—as numerous, we should suppose, as on any night of her performances. We heard from thirty-five hundred dollars mentioned as the receipts of the house.

The sad story of MARY STUART'S interview with Queen ELIZABETH, and the tragical denouement which ensued, forms the thread of Mr. LEBRUN'S play. The materials have been used with discretion, and an effective drama is the result. Mr. LEBRUN is greatly indebted to SCHILLER for his situations, and for suggestions of his dialogue. Indeed, if SCHILLER had not written a longer drama on this subject, it is scarcely probable that Mr. LEBRUN would have attempted a shorter one. The only appreciable difference between the two is, that SCHILLER shields the English Queen with more earnestness than his French imitator. In omitting much of an unnecessary adroitness, a powerful drama has been rendered more intense and tragic.

The cast last night was as follows:

Leicester	M. Rouhgaux.
Mortimer	M. Beauvallet.
Melvil	M. Lesendre.
Burleigh	M. Chori, Alne.
Paulet	M. Chori, Jeune.
Seymour	M. Dieudonne.
Elizabeth	Mlle. Sarah Felix.
Anna	Mlle. Dorsy.
Marie Stuart	Mlle. Rachel.

In recording another triumph of Mlle. RACHEL we repeat a thrice told tale. Indeed, the phraseology with which we have to admire the great tragedienne renders it not a little difficult to find new terms of praise. Ere long criticism will seem to be analytic. (When a happy day that will be for the critic and the public!) It will quietly drop into the comparative. We shall have to say that Mlle. RACHEL was equal to herself in this, or not equal to herself in that—and so on to the end of the *repertoire*. Until that happy day comes we must try to do justice to the great French artist.

In the first act Mlle. RACHEL appears before us as the long-suffering Queen. Her proud soul has been subdued by cruel imprisonment, but not humbled. The radiant halo of innocence environs her brow, and she is prepared to meet the worst. Not for one moment does she abandon the righteousness of her cause. We perceive in her stern retorting brow the written words of the STUART doctrine of Divine right. She not only feels herself a Queen, but fancies that every one else shall feel that she is one. With what subduing dignity she replies to the heartless sentimentality of *Burleigh*! With what scorn she assails the indignity of his sympathy! She is a Queen, my Lord! If not an English Queen, a foreign Queen. At all events, a Queen of some sort! And when *Burleigh* resorts by accusing her of conniving at the assassination of Elizabeth, with what indignant horror she arises—

"Good! do men servitudes on crab to themselves!"

The mere suspicion is a degradation, a wanton insult which she cannot avenge. The mental majesty of the character is preserved and defined by Mlle. RACHEL in a remarkable manner, and never becomes a secondary consideration. We can scarcely say more. In the first interview with ELIZABETH (THIRD ACT) she almost loses her natural dignity in the fierceness and impetuous horror before the imputations of her successful rival. But her best form appears like

BURTON'S THEATER.—Last evening was produced MARSTON'S play of "A New Way to Pay Old Debts," Mr. BURTON choosing the character of Sir Giles. It was produced to introduce Mr. DYOTT, who has been absent some two years, in the character of Sir Adam Gurnock. He sustained the part very creditably—but he carries his stage business on the old-fashioned style. The performance contrasted with the entertainment of "Mr. Burton's Adventure in Boston." The latter piece was well attended. To-night, "Rural Simplicity," with BURTON as Minister.

CONCERT.

NIBLO'S SALOON.—Our readers must not forget that Mademoiselle PARODI'S [illegible] off to-night at the above house. The programme will be found elsewhere. It contains several pieces that cannot fail to delight a musical audience. We are happy to say that MADAME STRAKOSCH has recovered from her late indisposition, and will sing to-night.

BOWERY.

NIBLO'S GARDEN.—Miss LOUISE PYNE takes her benefit to-night. Our readers will need no further inducement to visit the delightful place of entertainment.

BUSINESS NOTICES.

LYON'S KATHAIRON FOR THE HAIR.

This beautiful preparation has [illegible] still sold by all Druggists and Perfumers. Depot 308 Broadway, corner of Franklin-st.

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BARNES & PARE,

No. 308 Broadway, corner Duane-st.

PLASTIC SURGERY.

TWENTIETH EDITION

Medical Treatise on Diseases of the

PRIVATE ORGANS,

Mailed, Free of Charge, on receipt of Two Stamps.

PARENT GOODS, REMEDIES AND YOU.

No. 25 Bond-st.

DR. S. S. FITCH, AUTHOR OF THE "SIX LECTURES on Consumption," &c., &c., &c., may be consulted at his office, 714 Broadway, corner of Astor-place, (where he has resided for the last twenty years,) from 9 A. M. to 2 P. M. and from 6 to 8 P. M. daily, (Sundays excepted.) From 2 to 6 P. M. he may be found at his residence, No. 1 Bond-st., where he is always at home, and those in need of medical advice, whether suffering from disease or otherwise, in any way connected with the sexual system, are invited to call upon him for either or both consultations.

HANDS, SOFTH, STRAIGHT, WHITE, BEAUTIFUL, Knee, Elbow, Neck, and Arms, and Complexion, produced by the use of PYNE'S ROYAL ARABIAN SOAP. It is provided that they shall make to purchase this Soap, and the Pill counts is KNOWN accordingly, as the genuine article of Broadway and Nos. 214 Fulton-st., Brooklyn, and 120 Market-st., Newark, and by Druggists and Perfumers. Beware of the myth of Hat that will make the wearer a genius. Nothing can make him be ever was before. KNOX needs no [illegible] his word.

PIANO-FORTES AND MELODEONS.

Manufactory at

JOHN F. WARE & CO.'S

No. 33 Chambers-st., near Broadway.

Fully warranted for five years. Second-hand Pianos of all kinds taken in exchange for new ones, and sold on the most favorable terms. Also, Pianos to let. Pianos removed with care and promptness.

NEW SILKS PURCHASED THIS LAST SUMMER—HERRMAN & CO., No. 347 Canal-st., corner of Mercer-st., are now receiving by recent importations a large and choice assortment of Silks, which they are enabled to offer at from 25 to 50 per cent less than the usual prices. Ladies are invited to call and examine their goods, as they are confident they can offer such inducements as will please the closest purchaser.

"'Tis but a moment's work to look within,
A head, in just three minutes, I'll engage,
Changed to one Mode of Beauty from the Chaos of the Age."

SUCH IS THE EFFECT OF THE CELEBRATED GREEN MOUNTAIN HAIR DYE.—Sold at No. 6 Astor House, and at 13 Howard-st., Boston.

WIGS, WIGS, WIGS.

BATCHELOR'S WIGS AND TOUPEES are the best in the world. The Inventor, Improver, and Proprietor still continues to make and sell at the old stand, No. 16 Bond-st., where the ladies and gentlemen can have their Wigs made and dressed by the inventor himself. Also, BATCHELOR'S CELEBRATED DYE, which produces instantaneously a splendid black or brown, without injuring the hair in the least, but, on the contrary, leaves it soft and beautiful. The genuine is signed WILLIAM A. BATCHELOR. All others are imitations. Sold at the Wig Factory, No. 16 Bond-st., and by Druggists and Perfumers.

HERRING'S PATENT SALAMANDER SAFES.—These celebrated Safes, which have stood the test of time, and proved themselves superior to all others, are now for sale at the Warehouse of the Manufacturers, No. 251 Broadway, corner of Murray-st. Also, Herring's Patent Powder and Ball-proof Iron Doors and Shutters for Banks, Jewelry Stores, &c. C. HERRING & CO.

GOLD GLOVES AT 50 CENTS PER PAIR.—Ladies are invited to call at the Glove Store, No. 97 Canal-st., where they can be supplied at half the usual prices. Gloves sent to any part of the country by mail, on receipt of 50 cents, with the size of the hand required. Address as above.

BERRIAN'S HEATING STOVE AGAIN.—Those who want a good article—Yet there is no other—should call at 251 Broadway, corner of Murray-st., for the World's Fair Medallion Stove. Also, Parlor Grates, Fenders, &c. Also, Ranges, Boilers, &c., &c., &c.

AUCTION BARGAINS!—WHITE, GOOD SHEETS and Fine Cotton, just received, and will be sold at auction sale-room, 257 Pearl-st., corner of Franklin, Thursday, Sept. 13, at 10 o'clock.

DEFIANCE SALAMANDER SAFES.—HOWARD & PATTON is hereby manufacturers of the above Safes, which have stood the test of time, and proved themselves superior to all others. Also, Iron Doors and Shutters for Banks, Jewelry Stores, &c. Warehouse, No. 251 Broadway, corner of Murray-st.

HIGH SILKS AT 87½ PER YARD.—E. H. LEARY & CO., No. 97 Canal-st., are now receiving a large assortment of Black Silks, which they are confident they can offer at 87½ per yard, which is 25 per cent less than the usual prices. Ladies are invited to call and examine their goods.

GOLD & WHITTLESEY, NO. 48 MAIDEN-LANE, corner of Gold-st., are now receiving their Fall Importations of Hats, Caps, and Furs, which they will offer at very low prices. Our friends will be welcome to call and examine our stock.

LOOKING GLASSES FOR THE PARLOR AT WHOLESALE PRICES.—Manufactured and for sale by [illegible]

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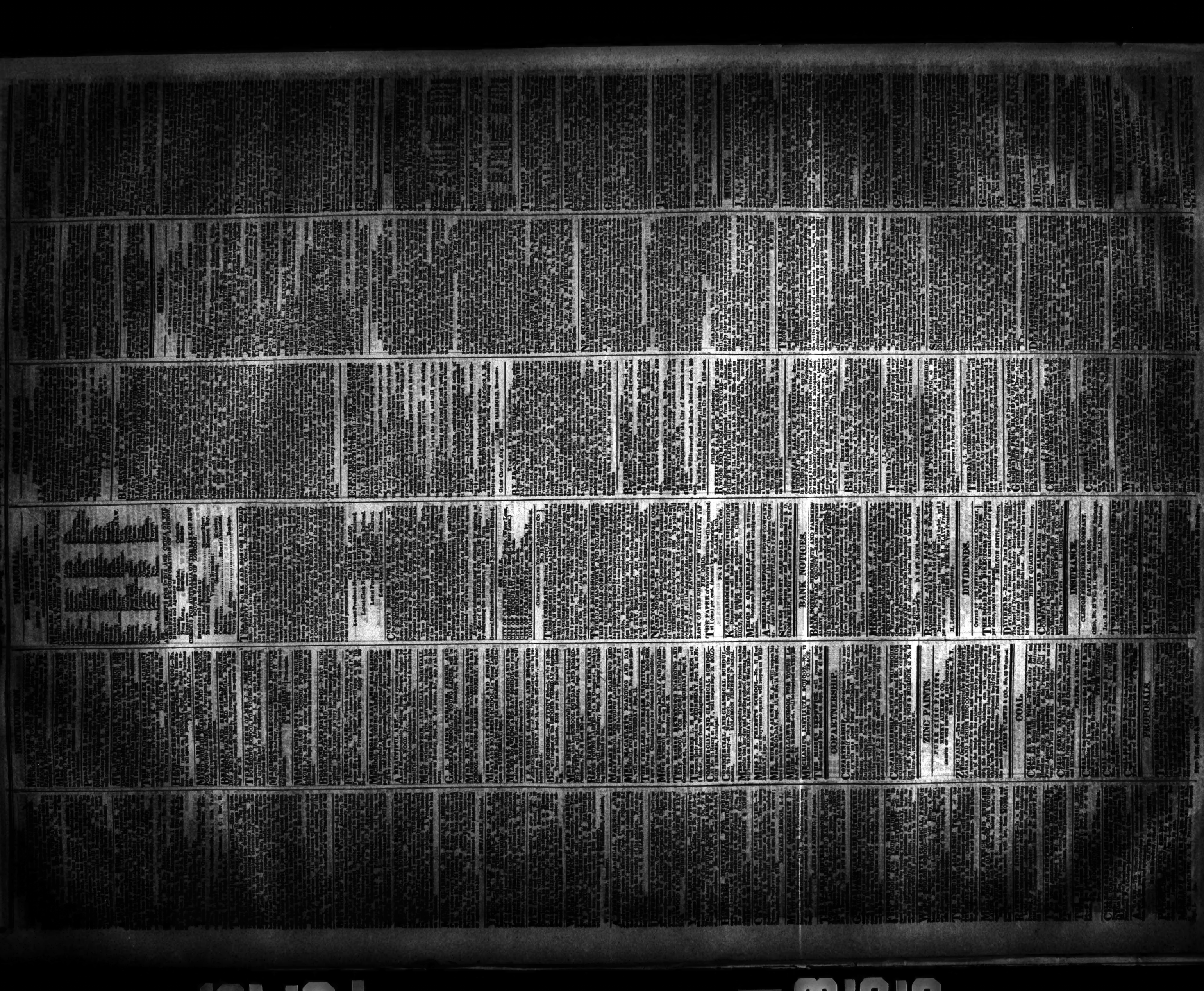

THE CHRONICLE

NEW-JERSEY.

New Cathedral Church.

A new Roman Catholic Church is being erected at Jersey City. It is situated on the west side of Erie street, in the northern part of the Seventh Ward. It is a substantial brick edifice, with stone trimmings, and will be capable of seating about 1,000 persons. The corner-stone was laid on the 21st inst. by Bishop Bayley, assisted by a number of clergymen. The edifice will be completed and ready for occupancy in the early part of next year. The cost will be about $30,000. The pastor is the Rev. Father Quinn.

Democratic Primaries in Jersey City.

The Democratic primaries in Jersey City will be held to-morrow evening, from 5 to 9 o'clock, at the following places: First Ward, Hall of Engine Co. No. 1, Grand street; Second Ward, Hall of Engine Co. No. 6, Erie street; Third Ward, Hall of Engine Co. No. 3, Montgomery street; Fourth Ward, Hall of Engine Co. No. 4, Newark avenue; Fifth Ward, Hall of Engine Co. No. 5, Grand street; Sixth Ward, Hall of Engine Co. No. 2, Pavonia avenue; Seventh Ward, Hall of Engine Co. No. 8, Bergen avenue; Eighth Ward, Hall of Engine Co. No. 7, Bergen avenue; Ninth Ward, Hall of Engine Co. No. 9, Bergen avenue; Tenth Ward, Hall of Engine Co. No. 10, Bergen avenue; Eleventh Ward, Hall of Engine Co. No. 11, Bergen avenue; Twelfth Ward, Hall of Engine Co. No. 12, Bergen avenue.

Democratic Primaries in Hudson County.

The Democratic primaries in Hudson County will be held to-morrow evening, from 5 to 9 o'clock, at the following places: First Ward, Hall of Engine Co. No. 1, Hudson street, Hoboken; Second Ward, Hall of Engine Co. No. 6 (E. D.), Second street, Hoboken; Third Ward, Hall of Engine Co. No. 4, Washington street, Hoboken; Fourth Ward, Hall of Engine Co. No. 2, Hudson street, Hoboken; Fifth Ward, Hall of Engine Co. No. 5, Hudson street, Hoboken; Sixth Ward, Hall of Engine Co. No. 3, Hudson street, Hoboken; Seventh Ward, Hall of Engine Co. No. 8, Hudson street, Hoboken; Eighth Ward, Hall of Engine Co. No. 7, Hudson street, Hoboken; Ninth Ward, Hall of Engine Co. No. 9, Hudson street, Hoboken; Tenth Ward, Hall of Engine Co. No. 10, Hudson street, Hoboken; Eleventh Ward, Hall of Engine Co. No. 11, Hudson street, Hoboken; Twelfth Ward, Hall of Engine Co. No. 12, Hudson street, Hoboken; Thirteenth Ward, Hall of Engine Co. No. 13, Hudson street, Hoboken; Fourteenth Ward, Hall of Engine Co. 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No. 28, Hudson street, Hoboken; Twenty-ninth Ward, Hall of Engine Co. No. 29, Hudson street, Hoboken; Thirtieth Ward, Hall of Engine Co. No. 30, Hudson street, Hoboken; Thirty-first Ward, Hall of Engine Co. No. 31, Hudson street, Hoboken; Thirty-second Ward, Hall of Engine Co. No. 32, Hudson street, Hoboken; Thirty-third Ward, Hall of Engine Co. No. 33, Hudson street, Hoboken; Thirty-fourth Ward, Hall of Engine Co. No. 34, Hudson street, Hoboken; Thirty-fifth Ward, Hall of Engine Co. No. 35, Hudson street, Hoboken; Thirty-sixth Ward, Hall of Engine Co. No. 36, Hudson street, Hoboken; Thirty-seventh Ward, Hall of Engine Co. No. 37, Hudson street, Hoboken; Thirty-eighth Ward, Hall of Engine Co. No. 38, Hudson street, Hoboken; Thirty-ninth Ward, Hall of Engine Co. No. 39, Hudson street, Hoboken; Fortieth Ward, Hall of Engine Co. No. 40, Hudson street, Hoboken; Forty-first Ward, Hall of Engine Co. No. 41, Hudson street, Hoboken; Forty-second Ward, Hall of Engine Co. No. 42, Hudson street, Hoboken; Forty-third Ward, Hall of Engine Co. No. 43, Hudson street, Hoboken; Forty-fourth Ward, Hall of Engine Co. No. 44, Hudson street, Hoboken; Forty-fifth Ward, Hall of Engine Co. No. 45, Hudson street, Hoboken; Forty-sixth Ward, Hall of Engine Co. No. 46, Hudson street, Hoboken; Forty-seventh Ward, Hall of Engine Co. No. 47, Hudson street, Hoboken; Forty-eighth Ward, Hall of Engine Co. No. 48, Hudson street, Hoboken; Forty-ninth Ward, Hall of Engine Co. No. 49, Hudson street, Hoboken; Fiftieth Ward, Hall of Engine Co. No. 50, Hudson street, Hoboken; Fifty-first Ward, Hall of Engine Co. No. 51, Hudson street, Hoboken; Fifty-second Ward, Hall of Engine Co. No. 52, Hudson street, Hoboken; Fifty-third Ward, Hall of Engine Co. No. 53, Hudson street, Hoboken; Fifty-fourth Ward, Hall of Engine Co. No. 54, Hudson street, Hoboken; Fifty-fifth Ward, Hall of Engine Co. No. 55, Hudson street, Hoboken; Fifty-sixth Ward, Hall of Engine Co. No. 56, Hudson street, Hoboken; Fifty-seventh Ward, Hall of Engine Co. No. 57, Hudson street, Hoboken; Fifty-eighth Ward, Hall of Engine Co. No. 58, Hudson street, Hoboken; Fifty-ninth Ward, Hall of Engine Co. No. 59, Hudson street, Hoboken; Sixtieth Ward, Hall of Engine Co. No. 60, Hudson street, Hoboken; Sixty-first Ward, Hall of Engine Co. No. 61, Hudson street, Hoboken; Sixty-second Ward, Hall of Engine Co. No. 62, Hudson street, Hoboken; Sixty-third Ward, Hall of Engine Co. No. 63, Hudson street, Hoboken; Sixty-fourth Ward, Hall of Engine Co. No. 64, Hudson street, Hoboken; Sixty-fifth Ward, Hall of Engine Co. No. 65, Hudson street, Hoboken; Sixty-sixth Ward, Hall of Engine Co. No. 66, Hudson street, Hoboken; Sixty-seventh Ward, Hall of Engine Co. No. 67, Hudson street, Hoboken; Sixty-eighth Ward, Hall of Engine Co. No. 68, Hudson street, Hoboken; Sixty-ninth Ward, Hall of Engine Co. No. 69, Hudson street, Hoboken; Seventieth Ward, Hall of Engine Co. No. 70, Hudson street, Hoboken; Seventy-first Ward, Hall of Engine Co. No. 71, Hudson street, Hoboken; Seventy-second Ward, Hall of Engine Co. No. 72, Hudson street, Hoboken; Seventy-third Ward, Hall of Engine Co. No. 73, Hudson street, Hoboken; Seventy-fourth Ward, Hall of Engine Co. No. 74, Hudson street, Hoboken; Seventy-fifth Ward, Hall of Engine Co. No. 75, Hudson street, Hoboken; Seventy-sixth Ward, Hall of Engine Co. No. 76, Hudson street, Hoboken; Seventy-seventh Ward, Hall of Engine Co. No. 77, Hudson street, Hoboken; Seventy-eighth Ward, Hall of Engine Co. No. 78, Hudson street, Hoboken; Seventy-ninth Ward, Hall of Engine Co. No. 79, Hudson street, Hoboken; Eightieth Ward, Hall of Engine Co. No. 80, Hudson street, Hoboken; Eighty-first Ward, Hall of Engine Co. No. 81, Hudson street, Hoboken; Eighty-second Ward, Hall of Engine Co. No. 82, Hudson street, Hoboken; Eighty-third Ward, Hall of Engine Co. No. 83, Hudson street, Hoboken; Eighty-fourth Ward, Hall of Engine Co. No. 84, Hudson street, Hoboken; Eighty-fifth Ward, Hall of Engine Co. No. 85, Hudson street, Hoboken; Eighty-sixth Ward, Hall of Engine Co. No. 86, Hudson street, Hoboken; Eighty-seventh Ward, Hall of Engine Co. No. 87, Hudson street, Hoboken; Eighty-eighth Ward, Hall of Engine Co. No. 88, Hudson street, Hoboken; Eighty-ninth Ward, Hall of Engine Co. No. 89, Hudson street, Hoboken; Ninetieth Ward, Hall of Engine Co. No. 90, Hudson street, Hoboken; Ninety-first Ward, Hall of Engine Co. No. 91, Hudson street, Hoboken; Ninety-second Ward, Hall of Engine Co. No. 92, Hudson street, Hoboken; Ninety-third Ward, Hall of Engine Co. No. 93, Hudson street, Hoboken; Ninety-fourth Ward, Hall of Engine Co. No. 94, Hudson street, Hoboken; Ninety-fifth Ward, Hall of Engine Co. No. 95, Hudson street, Hoboken; Ninety-sixth Ward, Hall of Engine Co. No. 96, Hudson street, Hoboken; Ninety-seventh Ward, Hall of Engine Co. No. 97, Hudson street, Hoboken; Ninety-eighth Ward, Hall of Engine Co. No. 98, Hudson street, Hoboken; Ninety-ninth Ward, Hall of Engine Co. No. 99, Hudson street, Hoboken; One hundredth Ward, Hall of Engine Co. No. 100, Hudson street, Hoboken; One hundred and first Ward, Hall of Engine Co. No. 101, Hudson street, Hoboken; One hundred and second Ward, Hall of Engine Co. No. 102, Hudson street, Hoboken; One hundred and third Ward, Hall of Engine Co. No. 103, Hudson street, Hoboken; One hundred and fourth Ward, Hall of Engine Co. No. 104, Hudson street, Hoboken; One hundred and fifth Ward, Hall of Engine Co. No. 105, Hudson street, Hoboken; One hundred and sixth Ward, Hall of Engine Co. No. 106, Hudson street, Hoboken; One hundred and seventh Ward, Hall of Engine Co. No. 107, Hudson street, Hoboken; One hundred and eighth Ward, Hall of Engine Co. No. 108, Hudson street, Hoboken; One hundred and ninth Ward, Hall of Engine Co. No. 109, Hudson street, Hoboken; One hundred and tenth Ward, Hall of Engine Co. 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No. 121, Hudson street, Hoboken; One hundred and twenty-second Ward, Hall of Engine Co. No. 122, Hudson street, Hoboken; One hundred and twenty-third Ward, Hall of Engine Co. No. 123, Hudson street, Hoboken; One hundred and twenty-fourth Ward, Hall of Engine Co. No. 124, Hudson street, Hoboken; One hundred and twenty-fifth Ward, Hall of Engine Co. No. 125, Hudson street, Hoboken; One hundred and twenty-sixth Ward, Hall of Engine Co. No. 126, Hudson street, Hoboken; One hundred and twenty-seventh Ward, Hall of Engine Co. No. 127, Hudson street, Hoboken; One hundred and twenty-eighth Ward, Hall of Engine Co. No. 128, Hudson street, Hoboken; One hundred and twenty-ninth Ward, Hall of Engine Co. No. 129, Hudson street, Hoboken; One hundred and thirtieth Ward, Hall of Engine Co. No. 130, Hudson street, Hoboken; One hundred and thirty-first Ward, Hall of Engine Co. No. 131, Hudson street, Hoboken; One hundred and thirty-second Ward, Hall of Engine Co. No. 132, Hudson street, Hoboken; One hundred and thirty-third Ward, Hall of Engine Co. No. 133, Hudson street, Hoboken; One hundred and thirty-fourth Ward, Hall of Engine Co. No. 134, Hudson street, Hoboken; One hundred and thirty-fifth Ward, Hall of Engine Co. No. 135, Hudson street, Hoboken; One hundred and thirty-sixth Ward, Hall of Engine Co. No. 136, Hudson street, Hoboken; One hundred and thirty-seventh Ward, Hall of Engine Co. No. 137, Hudson street, Hoboken; One hundred and thirty-eighth Ward, Hall of Engine Co. No. 138, Hudson street, Hoboken; One hundred and thirty-ninth Ward, Hall of Engine Co. No. 139, Hudson street, Hoboken; One hundred and fortieth Ward, Hall of Engine Co. No. 140, Hudson street, Hoboken; One hundred and forty-first Ward, Hall of Engine Co. No. 141, Hudson street, Hoboken; One hundred and forty-second Ward, Hall of Engine Co. No. 142, Hudson street, Hoboken; One hundred and forty-third Ward, Hall of Engine Co. No. 143, Hudson street, Hoboken; One hundred and forty-fourth Ward, Hall of Engine Co. No. 144, Hudson street, Hoboken; One hundred and forty-fifth Ward, Hall of Engine Co. No. 145, Hudson street, Hoboken; One hundred and forty-sixth Ward, Hall of Engine Co. No. 146, Hudson street, Hoboken; One hundred and forty-seventh Ward, Hall of Engine Co. No. 147, Hudson street, Hoboken; One hundred and forty-eighth Ward, Hall of Engine Co. No. 148, Hudson street, Hoboken; One hundred and forty-ninth Ward, Hall of Engine Co. No. 149, Hudson street, Hoboken; One hundred and fiftieth Ward, Hall of Engine Co. No. 150, Hudson street, Hoboken; One hundred and fifty-first Ward, Hall of Engine Co. No. 151, Hudson street, Hoboken; One hundred and fifty-second Ward, Hall of Engine Co. No. 152, Hudson street, Hoboken; One hundred and fifty-third Ward, Hall of Engine Co. No. 153, Hudson street, Hoboken; One hundred and fifty-fourth Ward, Hall of Engine Co. 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No. 165, Hudson street, Hoboken; One hundred and sixty-sixth Ward, Hall of Engine Co. No. 166, Hudson street, Hoboken; One hundred and sixty-seventh Ward, Hall of Engine Co. No. 167, Hudson street, Hoboken; One hundred and sixty-eighth Ward, Hall of Engine Co. No. 168, Hudson street, Hoboken; One hundred and sixty-ninth Ward, Hall of Engine Co. No. 169, Hudson street, Hoboken; One hundred and seventieth Ward, Hall of Engine Co. No. 170, Hudson street, Hoboken; One hundred and seventy-first Ward, Hall of Engine Co. No. 171, Hudson street, Hoboken; One hundred and seventy-second Ward, Hall of Engine Co. No. 172, Hudson street, Hoboken; One hundred and seventy-third Ward, Hall of Engine Co. No. 173, Hudson street, Hoboken; One hundred and seventy-fourth Ward, Hall of Engine Co. No. 174, Hudson street, Hoboken; One hundred and seventy-fifth Ward, Hall of Engine Co. No. 175, Hudson street, Hoboken; One hundred and seventy-sixth Ward, Hall of Engine Co. 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No. 198, Hudson street, Hoboken; One hundred and ninety-ninth Ward, Hall of Engine Co. No. 199, Hudson street, Hoboken; Two hundredth Ward, Hall of Engine Co. No. 200, Hudson street, Hoboken; Two hundred and first Ward, Hall of Engine Co. No. 201, Hudson street, Hoboken; Two hundred and second Ward, Hall of Engine Co. No. 202, Hudson street, Hoboken; Two hundred and third Ward, Hall of Engine Co. No. 203, Hudson street, Hoboken; Two hundred and fourth Ward, Hall of Engine Co. No. 204, Hudson street, Hoboken; Two hundred and fifth Ward, Hall of Engine Co. No. 205, Hudson street, Hoboken; Two hundred and sixth Ward, Hall of Engine Co. No. 206, Hudson street, Hoboken; Two hundred and seventh Ward, Hall of Engine Co. No. 207, Hudson street, Hoboken; Two hundred and eighth Ward, Hall of Engine Co. No. 208, Hudson street, Hoboken; Two hundred and ninth Ward, Hall of Engine Co. No. 209, Hudson street, Hoboken; Two hundred and tenth Ward, Hall of Engine Co. 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No. 221, Hudson street, Hoboken; Two hundred and twenty-second Ward, Hall of Engine Co. No. 222, Hudson street, Hoboken; Two hundred and twenty-third Ward, Hall of Engine Co. No. 223, Hudson street, Hoboken; Two hundred and twenty-fourth Ward, Hall of Engine Co. No. 224, Hudson street, Hoboken; Two hundred and twenty-fifth Ward, Hall of Engine Co. No. 225, Hudson street, Hoboken; Two hundred and twenty-sixth Ward, Hall of Engine Co. No. 226, Hudson street, Hoboken; Two hundred and twenty-seventh Ward, Hall of Engine Co. No. 227, Hudson street, Hoboken; Two hundred and twenty-eighth Ward, Hall of Engine Co. No. 228, Hudson street, Hoboken; Two hundred and twenty-ninth Ward, Hall of Engine Co. No. 229, Hudson street, Hoboken; Two hundred and thirtieth Ward, Hall of Engine Co. No. 230, Hudson street, Hoboken; Two hundred and thirty-first Ward, Hall of Engine Co. No. 231, Hudson street, Hoboken; Two hundred and thirty-second Ward, Hall of Engine Co. No. 232, Hudson street, Hoboken; Two hundred and thirty-third Ward, Hall of Engine Co. No. 233, Hudson street, Hoboken; Two hundred and thirty-fourth Ward, Hall of Engine Co. No. 234, Hudson street, Hoboken; Two hundred and thirty-fifth Ward, Hall of Engine Co. No. 235, Hudson street, Hoboken; Two hundred and thirty-sixth Ward, Hall of Engine Co. No. 236, Hudson street, Hoboken; Two hundred and thirty-seventh Ward, Hall of Engine Co. No. 237, Hudson street, Hoboken; Two hundred and thirty-eighth Ward, Hall of Engine Co. No. 238, Hudson street, Hoboken; Two hundred and thirty-ninth Ward, Hall of Engine Co. No. 239, Hudson street, Hoboken; Two hundred and fortieth Ward, Hall of Engine Co. No. 240, Hudson street, Hoboken; Two hundred and forty-first Ward, Hall of Engine Co. No. 241, Hudson street, Hoboken; Two hundred and forty-second Ward, Hall of Engine Co. No. 242, Hudson street, Hoboken; Two hundred and forty-third Ward, Hall of Engine Co. No. 243, Hudson street, Hoboken; Two hundred and forty-fourth Ward, Hall of Engine Co. No. 244, Hudson street, Hoboken; Two hundred and forty-fifth Ward, Hall of Engine Co. No. 245, Hudson street, Hoboken; Two hundred and forty-sixth Ward, Hall of Engine Co. No. 246, Hudson street, Hoboken; Two hundred and forty-seventh Ward, Hall of Engine Co. No. 247, Hudson street, Hoboken; Two hundred and forty-eighth Ward, Hall of Engine Co. No. 248, Hudson street, Hoboken; Two hundred and forty-ninth Ward, Hall of Engine Co. No. 249, Hudson street, Hoboken; Two hundred and fiftieth Ward, Hall of Engine Co. No. 250, Hudson street, Hoboken; Two hundred and fifty-first Ward, Hall of Engine Co. No. 251, Hudson street, Hoboken; Two hundred and fifty-second Ward, Hall of Engine Co. No. 252, Hudson street, Hoboken; Two hundred and fifty-third Ward, Hall of Engine Co. No. 253, Hudson street, Hoboken; Two hundred and fifty-fourth Ward, Hall of Engine Co. No. 254, Hudson street, Hoboken; Two hundred and fifty-fifth Ward, Hall of Engine Co. No. 255, Hudson street, Hoboken; Two hundred and fifty-sixth Ward, Hall of Engine Co. No. 256, Hudson street, Hoboken; Two hundred and fifty-seventh Ward, Hall of Engine Co. No. 257, Hudson street, Hoboken; Two hundred and fifty-eighth Ward, Hall of Engine Co. No. 258, Hudson street, Hoboken; Two hundred and fifty-ninth Ward, Hall of Engine Co. No. 259, Hudson street, Hoboken; Two hundred and sixtieth Ward, Hall of Engine Co. No. 260, Hudson street, Hoboken; Two hundred and sixty-first Ward, Hall of Engine Co. No. 261, Hudson street, Hoboken; Two hundred and sixty-second Ward, Hall of Engine Co. No. 262, Hudson street, Hoboken; Two hundred and sixty-third Ward, Hall of Engine Co. No. 263, Hudson street, Hoboken; Two hundred and sixty-fourth Ward, Hall of Engine Co. No. 264, Hudson street, Hoboken; Two hundred and sixty-fifth Ward, Hall of Engine Co. No. 265, Hudson street, Hoboken; Two hundred and sixty-sixth Ward, Hall of Engine Co. No. 266, Hudson street, Hoboken; Two hundred and sixty-seventh Ward, Hall of Engine Co. No. 267, Hudson street, Hoboken; Two hundred and sixty-eighth Ward, Hall of Engine Co. No. 268, Hudson street, Hoboken; Two hundred and sixty-ninth Ward, Hall of Engine Co. No. 269, Hudson street, Hoboken; Two hundred and seventieth Ward, Hall of Engine Co. No. 270, Hudson street, Hoboken; Two hundred and seventy-first Ward, Hall of Engine Co. No. 271, Hudson street, Hoboken; Two hundred and seventy-second Ward, Hall of Engine Co. No. 272, Hudson street, Hoboken; Two hundred and seventy-third Ward, Hall of Engine Co. No. 273, Hudson street, Hoboken; Two hundred and seventy-fourth Ward, Hall of Engine Co. No. 274, Hudson street, Hoboken; Two hundred and seventy-fifth Ward, Hall of Engine Co. No. 275, Hudson street, Hoboken; Two hundred and seventy-sixth Ward, Hall of Engine Co. No. 276, Hudson street, Hoboken; Two hundred and seventy-seventh Ward, Hall of Engine Co. No. 277, Hudson street, Hoboken; Two hundred and seventy-eighth Ward, Hall of Engine Co. No. 278, Hudson street, Hoboken; Two hundred and seventy-ninth Ward, Hall of Engine Co. No. 279, Hudson street, Hoboken; Two hundred and eightieth Ward, Hall of Engine Co. No. 280, Hudson street, Hoboken; Two hundred and eighty-first Ward, Hall of Engine Co. No. 281, Hudson street, Hoboken; Two hundred and eighty-second Ward, Hall of Engine Co. No. 282, Hudson street, Hoboken; Two hundred and eighty-third Ward, Hall of Engine Co. No. 283, Hudson street, Hoboken; Two hundred and eighty-fourth Ward, Hall of Engine Co. No. 284, Hudson street, Hoboken; Two hundred and eighty-fifth Ward, Hall of Engine Co. No. 285, Hudson street, Hoboken; Two hundred and eighty-sixth Ward, Hall of Engine Co. No. 286, Hudson street, Hoboken; Two hundred and eighty-seventh Ward, Hall of Engine Co. No. 287, Hudson street, Hoboken; Two hundred and eighty-eighth Ward, Hall of Engine Co. No. 288, Hudson street, Hoboken; Two hundred and eighty-ninth Ward, Hall of Engine Co. No. 289, Hudson street, Hoboken; Two hundred and ninetieth Ward, Hall of Engine Co. No. 290, Hudson street, Hoboken; Two hundred and ninety-first Ward, Hall of Engine Co. No. 291, Hudson street, Hoboken; Two hundred and ninety-second Ward, Hall of Engine Co. No. 292, Hudson street, Hoboken; Two hundred and ninety-third Ward, Hall of Engine Co. No. 293, Hudson street, Hoboken; Two hundred and ninety-fourth Ward, Hall of Engine Co. No. 294, Hudson street, Hoboken; Two hundred and ninety-fifth Ward, Hall of Engine Co. No. 295, Hudson street, Hoboken; Two hundred and ninety-sixth Ward, Hall of Engine Co. No. 296, Hudson street, Hoboken; Two hundred and ninety-seventh Ward, Hall of Engine Co. No. 297, Hudson street, Hoboken; Two hundred and ninety-eighth Ward, Hall of Engine Co. No. 298, Hudson street, Hoboken; Two hundred and ninety-ninth Ward, Hall of Engine Co. No. 299, Hudson street, Hoboken; Three hundredth Ward, Hall of Engine Co. No. 300, Hudson street, Hoboken; Three hundred and first Ward, Hall of Engine Co. No. 301, Hudson street, Hoboken; Three hundred and second Ward, Hall of Engine Co. No. 302, Hudson street, Hoboken; Three hundred and third Ward, Hall of Engine Co. No. 303, Hudson street, Hoboken; Three hundred and fourth Ward, Hall of Engine Co. No. 304, Hudson street, Hoboken; Three hundred and fifth Ward, Hall of Engine Co. No. 305, Hudson street, Hoboken; Three hundred and sixth Ward, Hall of Engine Co. No. 306, Hudson street, Hoboken; Three hundred and seventh Ward, Hall of Engine Co. No. 307, Hudson street, Hoboken; Three hundred and eighth Ward, Hall of Engine Co. No. 308, Hudson street, Hoboken; Three hundred and ninth Ward, Hall of Engine Co. No. 309, Hudson street, Hoboken; Three hundred and tenth Ward, Hall of Engine Co. 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No. 321, Hudson street, Hoboken; Three hundred and twenty-second Ward, Hall of Engine Co. No. 322, Hudson street, Hoboken; Three hundred and twenty-third Ward, Hall of Engine Co. No. 323, Hudson street, Hoboken; Three hundred and twenty-fourth Ward, Hall of Engine Co. No. 324, Hudson street, Hoboken; Three hundred and twenty-fifth Ward, Hall of Engine Co. No. 325, Hudson street, Hoboken; Three hundred and twenty-sixth Ward, Hall of Engine Co. No. 326, Hudson street, Hoboken; Three hundred and twenty-seventh Ward, Hall of Engine Co. No. 327, Hudson street, Hoboken; Three hundred and twenty-eighth Ward, Hall of Engine Co. No. 328, Hudson street, Hoboken; Three hundred and twenty-ninth Ward, Hall of Engine Co. No. 329, Hudson street, Hoboken; Three hundred and thirtieth Ward, Hall of Engine Co. No. 330, Hudson street, Hoboken; Three hundred and thirty-first Ward, Hall of Engine Co. No. 331, Hudson street, Hoboken; Three hundred and thirty-second Ward, Hall of Engine Co. No. 332, Hudson street, Hoboken; Three hundred and thirty-third Ward, Hall of Engine Co. No. 333, Hudson street, Hoboken; Three hundred and thirty-fourth Ward, Hall of Engine Co. No. 334, Hudson street, Hoboken; Three hundred and thirty-fifth Ward, Hall of Engine Co. No. 335, Hudson street, Hoboken; Three hundred and thirty-sixth Ward, Hall of Engine Co. No. 336, Hudson street, Hoboken; Three hundred and thirty-seventh Ward, Hall of Engine Co. No. 337, Hudson street, Hoboken; Three hundred and thirty-eighth Ward, Hall of Engine Co. No. 338, Hudson street, Hoboken; Three hundred and thirty-ninth Ward, Hall of Engine Co. No. 339, Hudson street, Hoboken; Three hundred and fortieth Ward, Hall of Engine Co. No. 340, Hudson street, Hoboken; Three hundred and forty-first Ward, Hall of Engine Co. No. 341, Hudson street, Hoboken; Three hundred and forty-second Ward, Hall of Engine Co. No. 342, Hudson street, Hoboken; Three hundred and forty-third Ward, Hall of Engine Co. No. 343, Hudson street, Hoboken; Three hundred and forty-fourth Ward, Hall of Engine Co. No. 344, Hudson street, Hoboken; Three hundred and forty-fifth Ward, Hall of Engine Co. No. 345, Hudson street, Hoboken; Three hundred and forty-sixth Ward, Hall of Engine Co. No. 346, Hudson street, Hoboken; Three hundred and forty-seventh Ward, Hall of Engine Co. No. 347, Hudson street, Hoboken; Three hundred and forty-eighth Ward, Hall of Engine Co. No. 348, Hudson street, Hoboken; Three hundred and forty-ninth Ward, Hall of Engine Co. No. 349, Hudson street, Hoboken; Three hundred and fiftieth Ward, Hall of Engine Co. No. 350, Hudson street, Hoboken; Three hundred and fifty-first Ward, Hall of Engine Co. No. 351, Hudson street, Hoboken; Three hundred and fifty-second Ward, Hall of Engine Co. No. 352, Hudson street, Hoboken; Three hundred and fifty-third Ward, Hall of Engine Co. No. 353, Hudson street, Hoboken; Three hundred and fifty-fourth Ward, Hall of Engine Co. 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No. 365, Hudson street, Hoboken; Three hundred and sixty-sixth Ward, Hall of Engine Co. No. 366, Hudson street, Hoboken; Three hundred and sixty-seventh Ward, Hall of Engine Co. No. 367, Hudson street, Hoboken; Three hundred and sixty-eighth Ward, Hall of Engine Co. No. 368, Hudson street, Hoboken; Three hundred and sixty-ninth Ward, Hall of Engine Co. No. 369, Hudson street, Hoboken; Three hundred and seventieth Ward, Hall of Engine Co. No. 370, Hudson street, Hoboken; Three hundred and seventy-first Ward, Hall of Engine Co. No. 371, Hudson street, Hoboken; Three hundred and seventy-second Ward, Hall of Engine Co. No. 372, Hudson street, Hoboken; Three hundred and seventy-third Ward, Hall of Engine Co. No. 373, Hudson street, Hoboken; Three hundred and seventy-fourth Ward, Hall of Engine Co. No. 374, Hudson street, Hoboken; Three hundred and seventy-fifth Ward, Hall of Engine Co. No.